









In answer to the Court he described on a paper (B) with a line drawn from wharf to wharf the position of the *Morning Star* and her course, and her stern and he then volunteered a statement that the *Meanez's* anchorage had been recently changed more to the eastward. The look-out man was then called and in examination in chief corroborated the statement in the petition and to some extent the evidence of the last witness but in cross-examination he stated that the *Morning Star* passed the *Meanez's* stern about 20 cheung off, a much greater distance than that stated by the last witness, and he also stated that "just as our head went to starboard a bit (after passing the *Meanez's* and at the time he saw the *Pioneer* we starboarded first before we saw the *Meanez's* and then we rounded her stern and before we saw her." He also stated that when in collision the *Morning Star's* head was pointed toward Whitefield Station and the *Pioneer's* towards the Naval Yard. The engineer gave evidence as to reversing the engines of the *Morning Star* and the purser who was standing by the steersman when the *Morning Star* passed the *Meanez* stated that he did not see the *Pioneer* until about 20 yards past the *Meanez's* stern and then her lights were about straight ahead and added he could not see them before as they were at the back of the *Meanez* and in answer to the Court he replied that the *Meanez's* anchorage had been recently changed and his evidence stood alone it could be impossible to come to any satisfactory conclusion. The evidence of the first witness was prevaricating and capped voluntarily by an unnecessary falsehood as to the change of anchorage of the *Meanez*. But assuming the plaintiff's evidence to be taken as to the cause of the *Morning Star* coming up to the stern of the *Meanez* and having regard to the position of the two wharves and the *Meanez* it is impossible to conceive that the *Pioneer*, when first seen or when she ought to have been first seen was either on the port side of the *Morning Star* or directly ahead. Moreover, if the course of the *Morning Star* was as shown on the exhibit (B) the *Pioneer* could not have seen the *Morning Star* should not have seen the lights of the *Pioneer's* bow before they did, or on the other hand the *Pioneer* must necessarily have been considerably on their starboard bow, if she was hidden by the *Meanez*. The position of the vessels in collision is sworn to by two witnesses also tends to show that the *Pioneer* not only deliberately came out of her course on a starboard helm, but that she must have also ported before the collision actually occurred. The more probable story appears to me to be that in "rounding" the stern of the *Meanez*, an expression to be found in the plaintiffs' petition, and in porting, as she thus brought the *Pioneer* on her port bow. Although the plaintiffs' petition in fact altogether there were several passengers on board the *Morning Star* at the time of the collision not one was called to give evidence. On the other hand on behalf of the defendant Company, the look-out man on the *Pioneer* gave evidence that when he first saw the *Morning Star*, she was a little off the *Meanez* straight ahead from them but he added he could only see her green light and that his vessel was then steering a little to the east of Pedder's wharf so as to pass the stern of the *Meanez*. When he saw the *Morning Star* circling round they changed their own course to the eastward when she was about 150 cubic feet off or somewhere about 20 yards from the *Meanez's* stern. He swears that he never saw the green light of the *Morning Star* until the *Pioneer* had changed her course. The steersman of the *Pioneer* also deposed that when he first saw the *Morning Star* she was steering to pass the stern of the *Meanez* a little to the east of Pedder's wharf and the *Pioneer* then was on the Hongkong side of the *Meanez*, a little to the west of their starboard bow, and that he could only see her green and white lights; that there was plenty of room to pass, and that he only saw her red light as she came up into collision and then starboarded; he also said the *Morning Star* began a circle round the *Pioneer* and he saw her bow and the Chinese fire, and he saw her begin to port at that distance. Mr. Humphreys, a passenger on the *Pioneer*, said he first saw the *Morning Star*, some little time before the collision considerably to the west of the *Pioneer*. He did not notice her lights but he could see her hull fairly far and as we neared she seemed abruptly to turn right down upon us, and to me it seemed awful. I was quite astonished; I was alarmed. It was when she was some hundreds of yards away." In cross-examination he said there was a wide margin between the two vessels. Mr. Scott, another passenger, also gave evidence, but as he had not seen the *Morning Star* until she was coming as he said directly up about 20 yards away, his evidence is not very important, so far as it goes it corroborates the other evidence for the defence. Mr. Woolley, also a passenger, deposes that when he first saw the *Morning Star* she was on their starboard bow and he saw the green and white lights and the vessels seemed to be going to pass green light to green and he said she turned completely round and he saw her lights for a moment only before the collision. He also said when the *Morning Star* was first seen by him the *Pioneer* was steering straight for Pedder's Wharf. Having regard to the evidence of the defendant Company, and the evidence on the plaintiffs' behalf I can only come to one conclusion upon the facts, namely, in that when the *Pioneer* and *Morning Star* first sighted each other they were green light to green and that if each had kept their course no collision could have resulted, and looking at the evidence of the independent witnesses on the defendant's behalf what alone brought about the collision was the act of the steersman of the *Morning Star* in abruptly porting at whatever exact distance it may have been that the *Pioneer* was off. However it is clear to my mind that the distance is so short a distance off that it at once renders the collision inevitable. It is almost unnecessary to state that the rule of the road (Art. 15) as to porting when vessels are meeting end-on or nearly end-on does not apply by night to cases where the green light of one vessel is opposed to the green light of the other, as was the case here. Nor does Art. 18, on which Mr. Caldwell relied, seem to me to have application. The words "if necessary" at the end of 6th Article appears peculiarly applicable to the present case; no doubt the *Pioneer's* steersman said he saw the *Morning Star*, circling some distance off, and being, until shortly before the collision, green light to green, he could not have seen her red light, or, as Mr. Humphreys put it, until she turned abruptly in such a way as to cause him alarm and he could not reasonably have apprehended danger before; when he saw a collision imminent he did what he could in the agony of the collision (see the *Bywell Castle*, 4 P. D. 219) to avert the impending blow by throwing off his own ship's head to port. With regard to the case of *Radley and L. & N. W. Ry. Co.* (App. Ca. 754) and the doctrine of contributory negligence referred to by Mr. Caldwell, I have said in that case that "though the plaintiff must have some contributory negligence and although that negligence may in fact have contributed to the accident, yet if the defendant could in the result by exercise of ordinary care and diligence have avoided the mischief which happened, the plaintiff's negligence will not excuse him, and the defendant." The result of this case, as

many others, beginning with the well-known "Donkey" case in which, perhaps some confusion has arisen from the language used rather than in principle, is summed up in Marsden's Law of Collisions at Sea, p. 23; but I think it sufficient to state here that I do not agree with the view urged by Mr. Caldwell, on the ground that I have come to the conclusion that only by extraordinary skill and foresight could those on board the *Pioneer* have anticipated the extraordinary and unaccountable conduct of those in charge of the *Morning Star*. In the case of the *Forewarts* and *Khedive*, also referred to by Mr. Caldwell, the facts were somewhat similar to those in the present case, that is, the "source" of the light was travelling on parallel courses, the light to green-light, but the vessel in green light suddenly showed the red light half to three-quarters mile off, whilst in the present case the *Morning Star* did not show her red light until almost immediately preceding the collision. Suit dismissed, with costs.

THE AUSTIN ARMS HOTEL AND  
BUILDING COMPANY, LIMITED.

A general meeting of the shareholders of the above Company was held this afternoon at the Offices, 22, Queen's Road Central. There were present: Messrs. J. D. Henderson, (Chairman), Messrs. E. L. W. Reuter, (Directors), J. Andrew (Secretary), and the following shareholders: Messrs. S. J. Gower, J. Hancock, Capt. Burnie, J. O'Grass, C. O'zorio, J. da Roza, J. W. Noble, F. Hatherly, A. J. May, R. K. Leigh, J. Willmott, W. E. L. Clement, W. D. Braidwood, B. Buschmann, W. G. Humphreys, R. Fuhrmann, and C. Feermann. Mr. F. H. O. Wilson attended as Solicitor to the Company.

The Secretary having read the notice convening the meeting, the Chairman said:—

Gentlemen,—This meeting is convened in accordance with the Companies' Ordinance No. 1 of 1877, and we have therefore no formal report to make or statement of accounts to render; but the Board of Directors appears to exist in reference to our venture, will endeavour to put before you a short statement of the real facts attending the formation of the Company as far as we are concerned. First, as to its promoters. Only one of the Directors, namely, Mr. Reuter, was a promoter, and made a profit by the sale of his share of the Austin Arms property to the Company. The other Directors and myself have simply taken shares on the same footing as the rest of the shareholders, and have had no other advantage of any kind whatever. When I joined the Board, Mr. Findlay Smith's name was down on the list of Directors, he having consented to be one of the Directors, but he retired shortly afterwards. The Peak Hotel will not interfere with us. We propose to construct a comfortable Family Hotel after the style of such places at home, consisting of bed and bathrooms on the first and second floors, and public and private dining and drawing rooms, smoking and reading rooms on the ground floor; with all the offices and conveniences one is accustomed to find in England in hotels of this class. We did not propose to interfere with any existing business in this colony—in any way whatever, but to the best of our ability to bring within the reach of every resident on the lower levels who wanted a change, an opportunity of getting it in a quiet family hotel of the good old sort, without being forced to go out of the Colony for it. The Hotel will not be a convenience to residents at the neighbouring Ports and will induce many to visit this colony who would not otherwise do so. Next, as to the price paid for the two properties. It is generally supposed that this was excessive, and, in point of fact, a long way beyond their real value. No doubt the vendors made a very good thing for themselves by the sale, but did we pay more than the land was worth to us, or more than its market value at the time? I think not. The upset price of Crown land in the vicinity is 20 cents a foot; Peak sites as a rule do not, I am informed by the Architects, yield on the average more than one or four feet level land suitable for building purposes, and to get this involves the expenditure of not less than five cents a foot. This would make the average cost at the Peak at this moment of level building ground available for use not less than 85 cents a foot. Messrs. Danby and Leigh inform me, that upon these lots respectively we have the following areas available for building purposes. On the Austin Arms Estate 71,046 square feet at 85 cents a foot, \$60,389.10. This cost us \$50,000; the levelling will cost \$5,400 leaving us a margin of \$4,989.10. The "Orange" property contains a net area of building land already made for us of 59,117 square feet at 85 cents a foot, \$50,249.45. This cost us \$50,000, leaving a margin of \$249.45. I may further state for your information that we purchased two lots of Crown land extending from the Austin Arms lot to Umbrella Seat at Public Auction at an average price of 32 cents a foot and have obtained an extension from the yard to improve the road frontage and the property generally. These purchases give us the whole of the road frontage from the Gap Police Station to Umbrella Seat and a site admirably adapted in every way for our purpose. We propose, after the work of laying out the ground is completed, to build up to the full limit of building area as soon as practicable. The work is being executed with as rapidly as possible, so as to enable us to start at a fair profit, and to realize on the Terrace property and confine our entire capital and energies to the development of the Austin Arms. I think that is all I need say, unless any shareholder has any questions to ask.

Mr. May asked whether the vacancy that occurred in the Board of Directors should be filled up.

The Chairman.—Not necessarily, but I shall be pleased to hear of any proposition to that effect.

Mr. May said he would propose Mr. Hancock as Director.

Mr. Hatherly seconded.

The Chairman remarked that he had just been informed by the Company's Solicitor that as this was only a formal meeting, they could not do any business appertaining to the ordinary routine of yearly meetings. After reading a Sub-section of the Articles of Association referring to the appointment of Directors, he said the wishes of the shareholders would always have the Directors' best attention, but in the present instance, he was advised to decline entertaining any proposal.

Mr. May then withdrew his motion.

Mr. May then said that as he wished some one would put a question concerning the manner in which the Company's shares had been allotted. Rumours were prevalent outside that some irregularly had taken place in the distribution of the shares applied for. He was, moreover, in a position to state that the allotment had been perfectly regular. The number of shares that were to be applied for had been declared in the Statement published at the time. The application was not legally binding; the greater number was taken by the public, and the balance and the balance by the public. The Directors' statement of the declaration was to put an end to the disgusting rumours which were in circulation, and to afford the Company a start on a fair footing. (Applause.)

There being no other business to transact the meeting terminated.

**HONGKONG RIFLE ASSOCIATION.**

A meeting of the members of the above Association was held at the Hongkong Hotel yesterday afternoon. The President, Mr. T. Jackson, presided, and there was a good attendance.

The Chairman, in proposing the adoption of the report and accounts, alluded to the departure of the 88th Regiment, of whom they numbered so many amongst their members and spoke of the assistance given at all times by the officers of that Regiment to the Association. Their thanks were also due to the naval officers on the station. Before putting the adoption of the report and accounts to the meeting he should be pleased to hear any remark any member might wish to make.

Mr. Kennedy said that he noticed that the auditors of the accounts were three members of the Committee. He thought the accounts should be audited by some member not on the Committee. He was perfectly sure that there were many members in the Association who were perfectly competent to audit accounts of that nature.

Mr. Woolley—As one of the auditors may I ask if any reflection is intended to be cast on the Committee?

Mr. Kennedy—Distinctly not, but I never heard of any concern where the directors audited their own accounts.

Mr. Woolley—This is not a public company. I was for two years secretary of this Association myself, and I know the vast amount of work which is necessary to keep the thing going.

Mr. Andrew said there were constantly sums to be paid, and it was only possible for the Committee to understand the accounts. If they appointed an auditor he would have to accept the vouchers given him and would be unable to know whether they were correct or not.

Mr. Kennedy said he presumed that the Secretary of the Association had to submit his proposals of expenditure to the Committee before making disbursements.

Mr. Forbes thought that the question was unnecessarily taking up the time of the meeting. He said that Mr. Kennedy expected to gain nothing by having an outsider auditing the accounts. It was purely a formal affair; every member of the Association was satisfied that the accounts had been properly audited, and it was only taking up time, in his opinion, to discuss the question further. (Applause.)

General Gordon said he would like to say a word while on this question. When he was Chairman of Committee this question was raised and he advocated the appointing of a member not on the Committee to audit the accounts. His first reason was because he thought that those who were responsible for the expenditure should not audit the accounts; and the second reason was that at the last spring meeting there were some objections made by members who stated that they had not got prices of the value announced. This was a very painful statement, but such complaint was made to the Committee. It was not necessary now to enter into details as to how the matter was settled, but he felt then and respected it strongly to the Committee that the accounts should be audited by an outsider. The question was postponed and no decision was arrived at when he left the Committee. He was urged to this view because a gentleman who had acted as treasurer for two or three months had also acted as auditor. He was not casting the slightest reflection on his friend, Mr. Andrew, but he did not think it was quite correct that a man who acted as treasurer should audit the accounts. (Applause.) He hoped and trusted that the meeting would agree with him in his view of the matter that a member outside the Committee should be appointed as auditor.

Mr. Legge said he had been secretary to the R. gatta Club and Treasurer to Victoria Lodge, and in both institutions the accounts had always been audited by other members. (Applause.)

Mr. Francis said that as the opinion of the meeting was evidently in favour of what Mr. Kennedy had said, he presumed the Committee understood that in future they must appoint an outsider as an auditor.

Mr. Hooper said he thought the names of the Committee were well enough known to prove that everything would be done fairly and to the board. (Applause.) With reference to what General Gordon had said about one of the auditors acting as treasurer, he begged to say he was responsible for those accounts and that they bore his name and not Mr. Andrew's.

Mr. Robinson agreed with the last speaker. This was not a commercial society. In a society of this sort if they gave unnecessary trouble to those who took office they would find difficulty in obtaining anyone to serve. If it was the opinion of the meeting that the members of the Committee were incompetent to audit the accounts then they should not re-elect them.

The Chairman said there was a right and a wrong way of doing everything. He was certain that those who had noticed the accounts were perfectly competent to do so, but he was of opinion that it would be better that the Committee should nominate two other members to do it in future, provided that two men were available who had the necessary qualifications. If no one had any further remarks to make he would move the adoption of the report and accounts.

Mr. Woodin seconded, and the motion was carried unanimously.

The Chairman said the next business was to elect a Committee, which he thought had better be done by ballot. There was no specified number of members to form the Committee, but he thought it would be best to select seven, including the Chairman, and he thought they had better follow that precedent. Some of the members of the present Committee had left the colony, and as he himself was leaving shortly he might add that he was not seeking re-election. It would be advisable to have some of the officers of the new Regiment on the Committee, but as none of them had yet joined the Association they could not be elected. However, it was at all times open to them to add to the Committee, and if any officers joined they could be elected afterwards.

Ballotting then took place with the result that the following gentlemen were elected.—Messrs. E. L. Woodie, J. Andrew, A. Woolley, H. J. Holmes, Major Dempster, Captain Collinson, A. S. Hooper, E. Robinson, Major Tripp, J. W. Noble, General Gordon, A. K. Travers, and Colonel Storer.

The Chairman—We have now to consider the revision of the rules.

Mr. Cross—Is this in the word? We have had no time to consider this matter. It has been sprung upon us. Should not notice be given us of the proposed alterations?

The Chairman—There is nothing in the rules about giving notice.

Mr. Cross—Then I suggest that seven days' notice be given.

The Chairman said the meeting was all powerful. If it agreed that seven days' notice was to be given he should rule accordingly, if not he should proceed with the revision.

Mr. Francis suggested that the proposed alterations in the rules be put before the meeting, and they would then be in a position to see whether it was necessary to postpone the consideration or whether they might proceed with the revision at once.

Mr. Hooper said the first alteration consisted not only in the word "General" before "Committee" in Rule 1, but Rule 4 was altered to read as follows:—That the Committee appoint their own Chairman and Vice-Chairman, and have power to add to their number, to fill up vacancies and appoint sub-committees with power

to act, the assessor and secretary to be members of the committee, three to form a quorum. The Chairman for the meeting to have a casting vote." The next alteration proposed was in Rule 12, with regard to the admission of lady members. This rule as revised would read—"Ladies who are residents in Hongkong and over 16 years of age are eligible for election in the same way as described in Rule 6. Their subscription shall be one dollar per annum." The amendments with regard to age had been suggested because it had been found that there were lady members under the age of twelve months. (Laughter.) The Chairman said he had to propose an addition to the rules. It was not proposed out of any disrespect to the Army or the Police, but the Association was growing to be very large, and as the Police and Military had their own ranks he thought it only right to bring it forward. It was "No member of the Army or Navy shall be eligible for election who holds lower rank than a commissioned officer, and no police constable under the rank of an Inspector."

Mr. Cross proposed that these resolutions be printed and forwarded to members and another meeting called.

The Chairman remarked the sense of the meeting should be taken, should they proceed with the revision.

The question having been put to the meeting was answered in the affirmative by a majority of four.

The alterations to Rules 3, 4, and 12 were carried unanimously.

Mr. Hooper said that he, perhaps, should mention the new rule proposed did not affect in any way those who were already members of the Association.

Mr. Robinson thought the new rule needed discussion and that as it was now too late to go into it fully, it should be postponed.

General Gordon was of the same opinion.

The question of accepting this new rule was a very important one. (Hear, hear.) A great number of the 35th and a great many of the Police had been members and had helped substantially. He thought they should consider the question well before deciding on it. There was no doubt that the soldiers and police were trained to shoot and got much more practice than many of the other members, but on the other hand it appeared just a little harsh to bar them from becoming members.

Mr. Francis proposed the postponement of the consideration of the question for a fortnight.

Mr. Woodin seconded, and the motion was carried.

This concluded the business of the meeting.

Mr. Francis said he was sure that those present would fully agree with him when he suggested that they should have a vote of thanks to be passed to their President, Mr. Jackson, who was about to leave the colony, for the assistance he had given them. He did not know where they would have found a Chairman who would have helped them as he had done and who could bring to bear on every question such strong and good sense and so excellent a discretion. (Applause.) They had seen that evening, if they had never seen it before, of what value such a Chairman was, and he asked them to give him a hearty vote of thanks for having acted so long and so effectively as their president.

The vote of thanks was carried amidst great applause, and the Chairman having returned thanks the meeting terminated.

**FUNERAL OF MAJOR PREVOST.**

The mortal remains of Major Prevost, of the 91st Regiment, whose sudden death whilst in the performance of his duty we chronicled yesterday, were buried in the Happy Valley this morning with all the pomp and ceremonial of full military honors. In accordance with orders issued last night the funeral cortege left Wellington Barracks, the band playing the Dead March, shortly after 10 o'clock, and was composed of the Argyll and Sutherland Highlanders under the command of Colonel Forbes-Robertson, the officers of the Garrison Staff, Royal Engineers, Royal Artillery, and of the company of the Northamptonshire Regiment still in the colony. In addition there was a powerful contingent of Natives, officers of the Commo-dore Maxwell, His Excellency the Governor, represented by his *aid-de-camp*, Capt. de Vaux, and his private secretary, Mr. Clingsby Bethell, and Admiral Sir Nowell Salmon by his flag-lieutenant, Mr. J. F. Lea; and his private secretary, Mr. R. B. Rigbye. Major-General Cameron, who was attended by his *aid-de-camp*, Capt. Somerville, joined the procession at the Monument. A strong detachment of the Highlanders, with arms reversed, led the way, and were followed by the band and pipers of the Regiment; then came the body of the deceased officer on a gun carriage, the coffin being draped with the British flag, and bearing his sword and a large number of appropriate floral wreaths. Officers of the Garrison Staff walked on each side of the carriage, which was immediately followed by Colonel Forbes-Robertson and half-a-dozen brother officers of the deceased. The naval and military contingents, several members of the Legislative Council and of the Hongkong Government Service, a considerable number of leading residents, and another strong body of the Highlanders brought up the rear.

The scene along the line of march, which was by way of Praya East, was most impressive, and attracted thousands of spectators. Nearing the Racecourse the pipers played the most plaintive of all Scottish melodies, "The Flowers of the Forest," and from the Government to the Protestant Cemetery, being thickly lined with sight-seers. Bishop Burdon, assisted by the Military Chaplain, performed the burial service, and the usual three volleys were fired over the grave. On the homeward journey the Highlanders were formed into fours and returned to the barracks at "quick march," their splendid appearance and soldierly bearing eliciting high encomiums from every side.

**OIL UPON THE WAVES.**

The *Umballa*, commanded by Captain G. F. Withers, was coming up to Madras from Bombay in ballast, when she encountered the cyclone on Thursday, the 13th Dec. The Captain and *Umballa* rolled fearfully, to an angle of nearly 45 degrees, and the spray blew over her in blinding showers—the sea rushing upon her in heavy and confused masses from the north-east and north-west at the same time. The wind blew the fore topmast and yards clean over the star-board side, and two boats were literally blown out of their chocks. Two more of the boats were smashed by a huge sea; but happily no personal damage was done beyond bruises and cuts received by the officers from falling gear, blocks, &c., and being hurled against the sides of the vessel. The Captain and officers were on the bridge for thirty-six hours without rest or food. The Engineers, too, had a very bad time; the Chief Engineer, and his three assistants having to stand by the engine the whole of the time. On Thursday night, when the steamer was hoyle, Captain Withers used kerosene oil to break the force of the sea with excellent effect. The oil was towed over the bows in five gallon drums with holes perforated in the bottom. As the waves came rushing up the effect of the oil was immediately apparent, for the mountains of water were engulfed in a manner that simply astonished the crew. Instead of breaking over the vessel, as they instantly threatened to do, they glided under her, and only the spray from the top blew on board. *Calcutta Mail.*

## THE DYING FETICHES

The old, decaying "shores" of Monarchy are stooping to their fall. Every day the great machine, which for ages and ages has ground out human misery with every revolution of its turning, and which has signed the decrees of decreed which accompanies an unhonoured and every day the cataclysm comes nearer. All Europe and two-thirds of Asia are filled with the whisperm of a stupendous upheaval which is to break out—somewhere, and in which armed millions are to tear each other to pieces for some undefined purpose which never takes visible form; and every-where a shapeless terror hangs over the old World and portends the approaching "breakdown of the hoary tyrannies which link the nineteenth century to the era of the Goths and Huns. Long years of ceaseless retrogression have brought Europe back to the point from which she started twenty centuries ago; and, as for Christianity, civilisation, have made a polio of the barbarism of the days, but the system of Government has undergone no material change; now, as in the distant past, every man is a soldier, and all Europe is a camp, and public policy is summed up in the sentence, "Let us kill somebody," and the world is growing weary of this dismal era of bloodshed and intrigue. The tired old figureheads of monarchy, which never, since monarchy was first invented, served any one useful purpose in the scheme of creation, still refuse to recognise that a new era is dawning on mankind, and that the time is approaching when the many will refuse to be butchered for the amusement of the few; but their pride is more obstinate than common men, and the deluge always comes upon them unawares.

A few months ago a great potentate was prematurely removed from this mundane sphere when, on the eve of his hundredth birthday, he passed away. For many years he had been fixed upon him as he sat on his throne grogged into insensibility with buttered crab, and filled almost to the top of his head with a sop of barbarous construction, in which red herrings, sour wine and ancient cabbage soaked in vinegar were prominent features. Apart from his crown, this commonplace old cast-iron drillmaster was nobody in particular. He was always hungry and always anxious for something to eat. Practically he swayed the destinies of the world, but the destinies of the world troubled him little in his later years; the fate of nations was in his hands but a ceaseless stomach-ache harassed him, and so the overfed old man drifted on as a living example of the meanness and littleness of kings. Then he died, and half the world was stricken with grief, and a vast host of fools had entrusted to this gluttonous patriarch the power of drenching the earth with blood, and spreading ruin and desolation and death and bankruptcy over all the lands between the German Ocean and Kamtschatka, and the clay god having eaten himself to death, all was a blank. And now the eyes of Europe are turned on a young prince with a distorted frame and masses of cotton wool in his ears, on whose head the crown of the Hohenzollerns has devolved, and whose single intellect must decide whether the results of centuries of material progress are or are not to be undone.

Further East a drunken and ignorant Czar sits uneasily on a seething mass of disaffection, and prays the only prayer which now passes the lips of a Romanoff—that things may last his time. His father offered up the same petition before him and offered it up as he does on the points of four million bayonets. In his case the petition was answered. He went forth one day to show himself to his loving subjects, and an hour later he and almost uncounted thousands of crowned cats-meat was brought back in a cart, and the world knew that Alexander had been taken from the wrath to come. His predecessor, Nicholas, died a natural death—of rage and liquor and, it is more than whispered, of poison, and so he also escaped the deluge; but few of the Czars come to so peaceful an ending. These memories of the past are fast driving Alexander III. into insanity. He has already become a dreary hypochondriac who sees visions and dreams of phantoms, and starts from shapeless terrors; and, in his distraction, he massesses great armies and conducts incoherent manoeuvres and institutes inebriated protocols, and is steadily drinking and driving Europe into a war, of which one can see the end. And while, throughout his empire, the clank of fetters in the air, and the cries of thousands of tortured prisoners as they eat their lives out in noisome dungeons, go up to heaven, and all Russia exists in a living death that one worthless Romanoff may not die.

In Austria a dull and commonplace man of account sits on the throne, and, with stupidly cambrus motion, prepares for the war which everyone feels to be inevitable, though whether or why or by whom it is to be waged none can tell with any certainty. He belongs to the old reigning house in Europe, a family which is slowly sinking under the pressure of insanity, epilepsy, and other nervous maladies, but the Hapsburgs cling with a tenacious grip to the Roman crown, and a stupendous list of armed men has been ordered to prop up their bedridden dynasty. To the south of their territories a mystic and melancholy Oriental, whose father and brother were both lunatics, and who is alternately the deepest schemer and the most harmless driveller of the East, lurks in his sereglie and orders the rifles of his guards to be kept unloaded lest they should go off by their own accord and scatter his corrupted brains against the wall while to the North another madman, brother and successor to the crown madman, broods in his room to the Bavarian capital and gibbers through his window upon the subjects over whom he rules by virtue of the divine right of kings. The rest of the German states which survived the disastrous days of 1866 are governed by a multiplicity of petty princes—shadowy potentates with morganatic wives and families of dubious origin—hungry, drunken monarchs who sway their hereditary sceptres in ramshackle chateaux and whose sons polish their own boots in Prussian barracks while awaiting the advent of the day when they will succeed to the inverted kerosene crown of their fathers and guide the destinies of a little territory which is a speck in the map of History, so far, tells of no German prince who ever took to washing, but the royal families of the Fatherland have experimented on every other form of degradation, and persistent intermarriage has spread an ineradicable taint of insanity through the ancestral humples in which they wield the green cotton umbrella of sovereignty.

Denmark, which exists in Central Europe an influence altogether disproportionate to its size and resources, is slowly dying under the rule of a foolish and stone-deaf tyrant, who has long ago passed before the world as a bogus philanthropist and a false saviour, and whose son, who has promised faithfully to keep up the traditions of the dynasty. The taint of scrofula and mental disease which a constant series of royal alliances has spread throughout, nearly every reigning house in continental Europe is now making itself felt in the palace at Copenhagen, and is also fast corrupting the sturdy physique of the descendants of Bernadotte in Sweden; and the ceaseless flow of the impure blood of the minor German princes into England has given to that country a series of wooden-headed and sordid rulers of whom the Anglo-Saxon race has little cause to be proud. For many years the Guelphs, who stand the foremost in the tradition of the illustrious, noble, fraternal, and magnanimous, have been the rulers of the German Empire.

mental as many wooden gods, this cart-horse race of thirsty beer-drinkers held out well against the destroying diseases which, in Europe, have become the prerogative of kings; but of later years epilepsy, the sure forerunner of insanity, has appeared among them, and the great States of the Old World can now boast without fear of contradiction that very few of their anointed rulers are thoroughly responsible beings, while more than one is incompetent even to care in when it rains." Of kingly rulers there are none left, unless Humbert of Italy may be so described; the only other sovereign of recent times who even aspired to the designation was the pitiful Cæsar who went down at Sedan, and left behind him a legacy of woe which France will never forget.

Such as they are, the monarchs of Europe are now filling that continent with rumours of coming bloodshed and new disaster. Lunatics, epileptics and drunkards are missing gigantic armies to guard thrones and crowns which are of use to no one but the owner; diseased and tottering potentates are feebly shoring up, with other with treaties and parchments; almost every able-bodied man in a whole continent is posing in uniform; and yet no one knows even now why the great struggle which everyone foresees should be undertaken. A huge phantom of coming destruction looms through the mist of intrigue and royal degradation; but there is still no visible *casus belli*, and no national issue is at stake. Meanwhile, underneath the throne of the dull, ignorant tyrants, the ground is being hollowed out by the undermining influence of disaffection and incipient revolt, and the time is steadily approaching when the crowns and sceptres will, topple together into the abyss. Out of the chaos which is dawning a new world will be built. Monarchy has proved itself too expensive an institution to be much longer endured. The barren waste of history—the arid, lifeless, interminable desert of sand on which is written the record of the past—tells of nothing but bloodshed and horror on every hill in Europe and Asia looks down on a battle-field where human misery was piled up to avenge the petty differences of kings, and the kings of the present day are but the same as those of long ago. And war has now become a terribly expensive experiment. Six months of strife costs hundreds of thousands of human lives, and amasses debts which three centuries of industry cannot repay. The last hundred years of warfare has mortgaged Europe for 3000 years to come, and yet in the whole ghastly catalogue of murder and wrong there is not written the story of one campaign which was undertaken for any other purpose than the gratification of one man's lust and malice. And great as have been the horrors of war, it is questionable if the horrors of peace have not become greater still. Morally and intellectually the monarchs of the present day are the very dregs of humanity, and, if history is not a gigantic fiction, they have mostly been little else since Monarchy began.

It is for the purpose of taking a hand in this great game of insanity and dementia folly that the shirt-sleeved Cæsars of Austria are invited to come forward and be a pale and ignominious reflex of the other Cæsar—the bounceable crusader who did not dare to die at Sedan. Compared with the politicians of modern Europe this hyena follows the higher walks of diplomacy, and the policy of the kites and crows is a refinement of the science of Government when contrasted with the ruffianly violence and dull hypocrisy which pass for statecraft in an era which is called Christian because its empty-throats are sworn in the name of a dishonoured God. Yet "Loyalty," as now understood in Australia, means that the country is called upon to cast in her lot with the dying world and share the destinies of Europe at a time when Europe is on the brink of a fathomless abyss. We are cheerfully summoned to touch pitch and not be defiled; to challenge an Imperialist let loose; to go 16,000 miles out of our path to place ourselves between two millstones which grind exceeding small. There is so much to lose and so little to gain that the programme is not an attractive one. The man who seeks the lion of the desert for the express purpose of treading on his tail is not generally regarded as an individual of genius, but his action is an inspiration from heaven compared to the programme of the Imperial Federation grovellers who are now loose in this Continent.—*Sydney Bulletin*.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S. Medical Superintendent, Butkith Hospital. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

**To-day's Advertisements.**

**ZETLAND LODGE**  
No. 525.

**A N EMERGENCY MEETING** of the above LODGE will be held in FERRYMASON'S HALL, Zetland Street, THIS EVENING, the 18th instant, at 8:30 for a 9 O'CLOCK precisely. Visiting Brethren are cordially invited.  
Hongkong, 18th January, 1899. [9]

**NOTICE.**  
**SANITARY BOARD.**

THE attention of Owners of Property and their Agents is directed to Section 74 of Ordinance No. 24 of 1897, which provides that no person shall erect a domestic building that shall allow the use of a latrine, the use of which shall be occupied until such building shall have been examined by a duly authorized OFFICER of the SANITARY BOARD and certified by him as having been built in compliance with the entire provisions of the Public Health Ordinance.

Notice of the completion of all such buildings, the construction of which was commenced after the passing of the Public Health Ordinance, 1897, should be sent to the Undersigned.

WM. EDWARD CROW,  
Acting Secretary.

Sanitary Board Room,  
Government Offices,  
Hongkong, 18th January, 1899. [103]

**HONGKONG RIFLE ASSOCIATION.**

THERE will be NO COMPETITION TO-MORROW (SATURDAY) at the range as previously notified.

The Monthly Challenge Cup Competition will take place on SATURDAY, the 26th Instant.

A. SHELTON HOOPER,  
Hon. Secretary.



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—168 per cent. premium, sales.  
 Union Insurance Society of Canton—\$90 per share, buyers.  
 China Traders' Insurance Company—\$75 per share, buyers.  
 North China Insurance—Tls. 290 per share, buyers.  
 Canton Insurance Company, Limited—\$97 per share, buyers.  
 Yangtze Insurance Association—Tls. 97 per share, buyers.  
 Chinese Insurance Company—\$165 per share, buyers.  
 On Tai Insurance Company, Limited—Tls. 150, per share.  
 Hongkong Fire Insurance Company—\$347½ per share, buyers.  
 China Fire Insurance Company—\$79 per share, buyers.  
 Hongkong and Whampoa Dock Company, 36 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$226 per share, sellers.  
 China and Manila Steam Ship Company—164 per share, sales.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$170 per share, nominal.  
 Indo-China Steam Navigation Company, Limited—20 per cent. dis. sellers.  
 Douglas Steamship Company—\$66 per share, buyers.  
 China Sugar Refining Company, Limited—\$194½ per share, sellers.  
 Luson Sugar Refining Company, Limited—\$83 per share, sellers.  
 Hongkong Ice Company—\$101 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.  
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$91 per share, buyers.  
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
 Funjom and Sunghie Dua Samantan Mining Co.—\$8 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—76 per cent. premium, buyers.  
 Tongkin Coal Mining Co.—100 per cent. premium, buyers.  
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.  
 The East Borneo Planting Co., Limited—\$60 per share, buyers.  
 The Seng Koyah Planting Co., Ltd.—\$35 per share, buyers.  
 Cruickshank & Co., Ltd.—\$50 per share, sellers.  
 The Steam Launch Co., Limited—15 per cent. premium, sellers.  
 The Austin Arms Hotel and Building Co., Ltd.—40 per cent. dis. nominal.  
 The China-Borneo Co., Ltd.—\$8 per share, sellers.

**EXCHANGE.**  
 ON LONDON.—Bank, T. T. 3/0  
 Bank Bills, on demand 3/0  
 Bank Bills, at 30 days sight 3/0  
 Bank Bills, at 4 months sight 3/1  
 Credits at 4 months sight 3/1  
 Documentary Bills, at 4 months sight 3/1  
 ON PARIS.—Bank, T. T. 3/0  
 Bank Bills, on demand 3/0  
 Bank Bills, at 30 days sight 3/0  
 Bank Bills, at 4 months sight 3/1  
 Credits at 4 months sight 3/1  
 Documentary Bills, at 4 months sight 3/1  
 ON SHANGHAI.—Bank, T. T. 71½  
 Private, 30 days sight 72½

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$680  
 (Allowance, Tails 4 to 32).  
 OLD MALWA, per picul.....\$690  
 (Allowance, Tails 16 to 32).  
 NEW PATNA, (without choice) per chest.....\$580  
 NEW PATNA, (first choice) per chest.....\$582½  
 NEW PATNA, (bottom) per chest.....\$593½  
 NEW PATNA, (second choice) per chest.....\$595½  
 NEW BENARES, (without choice) per chest.....\$557½  
 NEW BENARES, (bottom) per chest.....\$570  
 OLD PERSIAN (best quality) per picul.....\$550  
 OLD PERSIAN (second quality) per picul.....\$475

## HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).  
 7-day.  
 Barometer—p.m. 30.85  
 Barometer—p.m. 30.85  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0  
 Thermometer—p.m. 75.0

## CHINA COAST METEOROLOGICAL REGISTER.

17th January, 1889.—At 4 p.m.  
 STATION. Wind. Rain. Bar. Therm. Humid. Wind. Rain. Bar. Therm. Humid.  
 Whampoa 30.85 75.0 75.0 30.85 75.0 75.0  
 Kowloon 30.85 75.0 75.0 30.85 75.0 75.0  
 Canton 30.85 75.0 75.0 30.85 75.0 75.0  
 Hongkong 30.85 75.0 75.0 30.85 75.0 75.0  
 Shanghai 30.85 75.0 75.0 30.85 75.0 75.0  
 Peking 30.85 75.0 75.0 30.85 75.0 75.0  
 Tientsin 30.85 75.0 75.0 30.85 75.0 75.0  
 Hankow 30.85 75.0 75.0 30.85 75.0 75.0  
 Soochow 30.85 75.0 75.0 30.85 75.0 75.0  
 Hangzhou 30.85 75.0 75.0 30.85 75.0 75.0  
 Ningbo 30.85 75.0 75.0 30.85 75.0 75.0  
 Shanghai 30.85 75.0 75.0 30.85 75.0 75.0  
 Peking 30.85 75.0 75.0 30.85 75.0 75.0  
 Tientsin 30.85 75.0 75.0 30.85 75.0 75.0  
 Hankow 30.85 75.0 75.0 30.85 75.0 75.0  
 Soochow 30.85 75.0 75.0 30.85 75.0 75.0  
 Hangzhou 30.85 75.0 75.0 30.85 75.0 75.0  
 Ningbo 30.85 75.0 75.0 30.85 75.0 75.0

18th January, 1889.—At 10 a.m.  
 STATION. Wind. Rain. Bar. Therm. Humid. Wind. Rain. Bar. Therm. Humid.  
 Whampoa 30.85 75.0 75.0 30.85 75.0 75.0  
 Kowloon 30.85 75.0 75.0 30.85 75.0 75.0  
 Canton 30.85 75.0 75.0 30.85 75.0 75.0  
 Hongkong 30.85 75.0 75.0 30.85 75.0 75.0  
 Shanghai 30.85 75.0 75.0 30.85 75.0 75.0  
 Peking 30.85 75.0 75.0 30.85 75.0 75.0  
 Tientsin 30.85 75.0 75.0 30.85 75.0 75.0  
 Hankow 30.85 75.0 75.0 30.85 75.0 75.0  
 Soochow 30.85 75.0 75.0 30.85 75.0 75.0  
 Hangzhou 30.85 75.0 75.0 30.85 75.0 75.0  
 Ningbo 30.85 75.0 75.0 30.85 75.0 75.0  
 Shanghai 30.85 75.0 75.0 30.85 75.0 75.0  
 Peking 30.85 75.0 75.0 30.85 75.0 75.0  
 Tientsin 30.85 75.0 75.0 30.85 75.0 75.0  
 Hankow 30.85 75.0 75.0 30.85 75.0 75.0  
 Soochow 30.85 75.0 75.0 30.85 75.0 75.0  
 Hangzhou 30.85 75.0 75.0 30.85 75.0 75.0  
 Ningbo 30.85 75.0 75.0 30.85 75.0 75.0

## MAILS EXPECTED.

**THE ENGLISH MAIL.**  
 The P. & O. S. N. Co.'s steamer *Peninsular*, with the best English mail, left Singapore at 5 p.m., on the 15th instant, and is expected here on or about the 20th.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of New York*, left San Francisco on the 25th ultimo, and is expected here on or about the 25th instant.

**THE CANADIAN MAIL.**  
 The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Vancouver on the 25th ultimo for Japan and Hongkong.

## STEAMERS EXPECTED.

The E. & A. S. S. Co.'s steamer *Catterthun*, left Port Darwin for this port on the 11th inst., and may be expected to arrive on the 20th.  
 The 'Glen' line steamer *Glenary*, from London, left Singapore on the 13th instant, and is expected here on the 20th.  
 The C. S. M. S. N. Co.'s steamer *Moyuna*, from Glasgow and Liverpool, left Singapore on the 14th instant, and is expected here on or about the 20th.  
 The 'Ben' line steamer *Benlarig*, from Cardiff, left Singapore on the 14th instant, and is expected here on the 21st.  
 The Ocean Steamship Co.'s steamer *Deucalion*, from Liverpool, left Singapore on the 15th inst., and is due here on the 22nd.  
 The P. & O. S. N. Co.'s steamer *Gwalior*, left Bombay for this port on the 13th instant, at daylight.

## Shipping.

## ARRIVALS.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 18th Jan., Yokohama 9th Jan., Mails and General.—Melchers & Co.  
 METAPEDIA, British steamer, 1,454, T. D. Blower, 18th Jan., Nagasaki 13th January, Coal.—Mitsui Bishi Colliery.  
 AVA, French steamer, 2,076, Bonnefoy, 18th Jan., Marseilles 16th Dec., Alexandria 21st Dec., Port Said 22nd, Suez 24th, Aden 28th, Colombo 4th January, Singapore 10th, and 13th, Mails and General.—Messageries Maritimes.  
**CLEARANCES AT THE HARBOUR OFFICE.**  
*Daniel Barnes*, American ship, for New York.  
*Canton*, British steamer, for Swatow.  
*Patroclus*, British steamer, for Shanghai.  
*Triumph*, German steamer, for Haiphong.

## DEPARTURES.

January 18, *Anton*, German str., for Haiphong.  
 January 18, *Amoy*, German str., for Shanghai.  
 January 18, *Albany*, British str., for Yokohama.  
 January 18, *Patroclus*, British steamer, for Shanghai.

## PASSENGERS—ARRIVED.

Per *General Werder*, str., from Yokohama.—Messrs. F. Barre, John Anderson, A. de Silva, Charles, A. B. Purvis, and 48 Chinese.  
 Per *Ava*, str., from Marseilles for Hongkong.—Mr. and Mrs. de Bovis, 2 children and governess, and Mr. Hunter. From Singapore.—Mrs. Day, Messrs. Shaw, Couvreur, Chong Sing, Yong Meng, Chee Sing, Chay Sing, Hai, and Robert. From Saigon.—Messrs. Ong Ka Tong, Platel, de Thevenard, Savidan, de Saussure, Dr. Salmon, and 118 Chinese. From Marseilles for Shanghai.—Messrs. Scherbeck, Visser, Bydenstein, Levill, Goean, Bourgeois, and Herries. From Saigon.—1 Japanese. From Marseilles for Kobe.—Messrs. Yokota and Otsuka. For Yokohama.—Messrs. Takata, Yoshida, Ikouwa, Hosume, Obe, and Huybrecht. From Singapore.—Mr. Simons. From Saigon.—Mr. Cotel.

## REPORTS.

The British steamship *Metapedia* reports that she left Nagasaki on the 13th instant at 7.30 a.m. Experienced light north-east airs and calms to Turnabout; thence to port had fresh north-east trades and fine weather.

## Post Office.

## A MAIL WILL CLOSE.

For Haiphong.—Per *Triumph*, to-morrow, the 19th instant, at 7.30 a.m.  
 For Shanghai, Kobe, and Yokohama.—Per *Ava*, to-morrow, the 19th instant, at 10.30 a.m.  
 For Swatow and Shanghai.—Per *Canton*, to-morrow, the 19th instant, at 10.30 a.m.  
 For Yokohama and Kobe.—Per *Aglaia*, to-morrow, the 19th instant, at 10.30 a.m.  
 For Swatow, Amoy, and Fochow.—Per *Haiphong*, to-morrow, the 19th instant, at 10.30 a.m.  
 For Bangkok.—Per *Phra Chula Chom Kiao*, to-morrow, the 19th instant, at 5.00 p.m.  
 For Europe, &c.—Per *Bayern*, to-morrow, the 19th instant, at 5.00 p.m.  
 For Haiphong.—Per *Freije*, to-morrow, the 19th instant, at 5.00 p.m.  
 For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Sunday, the 20th instant, at 9.00 a.m.  
 For Singapore.—Per *Polyhymnia*, on Monday, the 21st instant, at 9.30 a.m.  
 For Straits and Batavia.—Per *Devonhurst*, on Monday, the 21st instant, at 11.30 a.m.  
 For Shanghai.—Per *Ningpo*, on Monday, the 21st instant, at 3.30 p.m.  
 For Straits and Calcutta.—Per *Arratoon*, on Wednesday, the 23rd instant, at 10.30 a.m.  
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Natal*, on Wednesday, the 23rd instant, at 11.00 a.m.  
 For Nagasaki, Kobe, and Yokohama.—Per *Kashgar*, on Friday, the 25th instant, at 11.30 a.m.  
 For Yokohama and San Francisco.—Per *Gaulle*, on Saturday, the 26th instant, at 9.30 p.m.  
 For Europe, &c.—Per *Bengal*, on Wednesday, the 30th instant, at 11.30 a.m.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 AGAIA, German steamer, 1,666, E. Christiansen, 16th Jan., Singapore 10th Jan., General.—Siemens & Co.  
 ANCONA, British steamer, 1,888, W. J. Webber, 14th Jan., Yokohama 5th Jan., Mails and General.—P. & O. S. N. Co.  
 ARRATOON APCAR, British steamer, J. G. Olfent, 16th Jan., Calcutta 31st Dec., Penang 7th Jan., and Singapore 9th. Opium and General.—D. Sassoon, Sons & Co.  
 CARISBROOK, British steamer, 973, R. Cass, 14th Jan., Saigon 8th January, Rice and General.—Morris & Ray.  
 DEVONHURST, Dutch steamer, 1,164, Houtkoff, 6th Jan., Batavia 20th Dec., and Singapore 27th, General.—Jardine, Matheson & Co.  
 FAME, British steamer, 1,174, A. Stopani.—Hongkong and Whampoa Dock Co.  
 FREJE, Danish steamer, 397, C. A. Lund, 17th Jan., Haiphong 15th January, Rice.—Arnhold, Karberg & Co.  
 GAELIC, British steamer, Pearne, 15th January, San Francisco 18th Dec., and Yokohama 10th, Mails and General.—O. & O. S. S. Co.

## HONGKONG—STEAMERS.

## Continued.

HAILEDON, British steamer, 783, J. S. Roach, 16th January, Fochow 13th Jan., Amoy 14th, and Swatow 15th, General.—D. La-praik & Co.  
 INDEPENDENT, German steamer, 871, W. J. Schaefer, 12th Jan., Bangkok 3rd January, Rice.—Wieler & Co.  
 KASHGAR, British steamer, 1,515, Gadd, 16th Jan., Singapore 10th January, General.—P. & O. S. N. Co.  
 MELITA, German steamer, 339, H. Mörck, 9th Jan., Haiphong 5th Jan., Rice.—Wieler & Co.  
 NIERSTEIN, German steamer, 731, J. Bartels, 16th Jan., Wuhu 8th January, General.—Melchers & Co.  
 PHRA CHULA CHOM KIAO, British steamer, 1,012, A. Benson, 9th Jan., Bangkok 2nd Jan., Rice.—Yuen Fat Hong.  
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.  
 POLYHYMNA, German steamer, 1,053, W. Schaefer, 16th Jan., Kobe 10th January, General.—Siemens & Co.  
 TAIYUAN, British steamer, 1,500, A. Varden, 13th Jan., Wellington, N.Z., 24th Nov., and Sourabaya 25th Dec., General.—Butterfield & Swire.  
 TRIUMPH, German steamer, 674, F. Moos, 16th Jan., Haiphong 12th Jan., and Hoihow 15th, General.—Wieler & Co.  
 WYVERN, British steamer, 1,108, Brotherton, 13th January.—Chinese.  
 YEHSHIN, Chinese steamer, 754, Buchanan, 18th Dec., Shanghai 15th Dec., Kerosine Oil.—C. M. S. N. Co.

## SAILING VESSELS.

ALTAIR, British bark, 399, T. Munro, 1st Dec., Newchwang, via Amoy 28th Nov., Beans and Melon Seed.—Order.  
 AUGUSTA, German bark, 473, Jensen, 5th Dec., Iloilo 18th Nov., Sanpanwood.—Ed. Schellhass & Co.  
 BENGA, British bark, 544, Scott, 17th Jan., Singapore 24th Sept., Timber.—Melchers & Co.  
 COLOMA, American bark, 852, C. M. Wages, 24th Dec., Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.  
 DANIEL BARNES, American ship, 1,436, J. G. Stover, 17th Dec., Honolulu 12th Nov., Ballast.—Order.  
 ERUKONING, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.  
 IRON, French bark, 542, Régnier, 24th Dec., Cebu 8th December, General.—Melchers & Co.  
 JOHN NICHOLSON, British steamer, 685, W. Quinn, 18th Dec., Honolulu 16th Nov., Ballast.—Captain.  
 KELLY, British bark, 803, Land, 8th Jan., Haiphong 7th December, Ballast.—D. Musso & Co.  
 MERCUR, British brigantine, 249, Dick, 12th Dec., Amoy 11th Dec., General.—Order.  
 SARAH SKIDWAY, American bark, 821, A. Call, 29th Dec., Nagasaki 21st Dec., Coal.—C. J. T. Co.  
 TAPAPACA, British bark, 492, H. Kennett, 6th Dec., Sandakan 24th October, Timber.—Gibb, Livingston & Co.

## Masonic.

**VICTORIA LODGE**  
 No. 1026.  
 A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, on TUESDAY, the 22nd instant, at 8.30 for 9 p.m. precisely.  
 Hongkong, 17th January, 1889. [102]

## Intimations.

## MASONIC BALL, 1889.

A MASONIC BALL, under the Auspices of the DISTRICT GRAND LODGE of Hongkong and South China, will be held at the CITY HALL, on FRIDAY, the 15th February. Brethren wishing to subscribe, but who may not belong to a Lodge in this District, are hereby informed that Lists have been placed for their convenience at  
 The Hongkong Club.  
 Club Germania.  
 The Masonic Club.  
 The Office of the Hongkong Hotel.  
 Victoria.  
 The Hongkong Dispensary.  
 Victoria.  
 Messrs. Danks & Co.  
 Kelly & Walsh, Ltd.  
 More and Semund.  
 Falconer & Co.  
 Gaupp & Co.

The Subscription is limited to \$10 for Masons and \$5 for each Guest invited (non-Masons).  
 ALF. WOOLLEY.  
 Hon. Sec.  
 Hongkong, 17th January, 1889. [100]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.  
 NOTICE TO SHAREHOLDERS.  
 THE FORTY-FIFTH ORDINARY HALF YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 22nd February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and Electing Auditors.  
 The TRANSFER BOOKS of the Company, will be CLOSED from 20th instant to 2nd February, inclusive.  
 By Order of the Board of Directors,  
 T. ARNOLD,  
 Secretary.  
 Hongkong 14th January, 1889. [85]

MITSUI BUSSAN KAISHIA.  
 SOLE AGENTS FOR THE MIKE COAL MINE.  
 BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.  
 Y. FUKUHARA,  
 Acting Manager.  
 Hongkong, 19th January, 1889. [105]

CHS. J. GAUPP & CO.  
 CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
 CHARTS AND BOOKS.  
 Sole Agents for Louis Adema's Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and STYGLASSES, No. 4, Queen's Road Central. [607]

HONGKONG TIMBER YARD, WANCHAI.  
 OREGON PINE SPARS and LUMBER Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th June, 1888. [645]

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Catterthun	Port Darwin	January 20th	Russell & Co.
Moyuna	Liverpool	January 20th	Arnhold, Karberg & Co.
Glenary	London	January 20th	Jardine, Matheson & Co.
Peninsular	London	January 20th	P. & O. S. N. Co.
Benlarig	Cardiff	January 21st	Gibb, Livingston & Co.
Batavia	Vancouver	January 22nd	Adamson, Bell & Co.
Deucalion	Liverpool	January 22nd	Butterfield & Swire.
Bombay	Bombay	January 28th	P. & O. S. N. Co.
City of New York	San Francisco	January 29th	Pacific Mail S. S. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Bengal	P. & O. S. N. Co.	Jan. 30th, at noon.
London, via Suez Canal	Stentor	Butterfield & Swire.	January 23rd.
London, via Suez Canal	Chingwo	Arnhold, Karberg & Co.	About Jan. 20th.
Glenary	Glenary	Jardine, Matheson & Co.	About Jan. 23th.
Natal	Natal	Messageries Maritimes.	Jan. 23rd, at noon.
Bremen, & Ports of Call.	Bayern	Melchers & Co.	Jan. 20th, at 10 a.m.
Havre and Hamburg, &c.	Polyhymnia	Siemens & Co.	Jan. 21st, at 10 a.m.
New York	Duke of Westminster	Adamson, Bell & Co.	About Jan. 31st.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	Jan. 26th, at 1 p.m.
Vancouver, B.C., via A., &c.	Batavia	Adamson, Bell & Co.	Feb. 7th, at 1 p.m.
Calcutta, via Straits	Arratoon Apar	D. Sassoon, Sons & Co.	Jan. 23rd, at noon.
Devonhurst	Devonhurst	Jardine, Matheson & Co.	Jan. 21st, at noon.
Singapore and Penang	Deuteros	Ah Yon & Co.	Jan. 23rd, at 4 p.m.
Bangkok	P. C. Chom Kiao	P. C. Chom Kiao	Jan. 20th, at 8 a.m.
Yokohama and Kobe	Aglaia	Siemens & Co.	To-morrow, at 3 p.m.
Yokohama, via N'saki, &c.	Ancona	P. & O. S. N. Co.	Jan. 20th, at noon.
Yokohama, via N'saki, &c.	Kashgar	P. & O. S. N. Co.	Jan. 25th, at noon.
Shanghai, via Amoy	Deucalion	Messageries Maritimes.	To-morrow, at 11 a.m.
Shanghai	Ningpo	Butterfield & Swire.	January 24th.
Shanghai	Peninsular.	Siemens & Co.	Jan. 21st, at 4 p.m.
Haiphong	Freije	P. & O. S. N. Co.	Quick despatch.
Coast Ports	Haiphong	Arnhold, Karberg & Co.	Jan. 20th, daylight.
		Douglas Laiprak & Co.	Jan. 20th, daylight.

## Intimations.

## INTIMATION.

**F. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS.  
 No. 11, Praya Central,  
 (Opposite Padder's Wharf).

**SOLE AGENTS**  
 for  
**RAHTJEN'S**  
**GENUINE**  
**COMPOSITION**  
 FOR  
 THE BOTTOMS OF IRON SHIPS  
 CARBOLINEUM AVENARIUS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., OF WOOD.  
 CHR. MOTZ & Co., BORDEAUX, CLARETS.  
 IMPERIAL CHAMPAGNE,  
 LA GRANDE MARQUE.  
 FLENSBURG STOCKBEER,  
 ENGINEERS AND BLACKSMITHS' TOOLS  
 AND EVERY KIND OF SHIP'S  
 STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 ALL KINDS OF  
**COALS**  
 SUPPLIED AT THE SHORTEST NOTICE.  
 Hongkong, 1st January, 1889. [82]

**AT WHOLESALE PRICES.**  
 SACCONES' SHERRY, PORT, CLARETS,  
 BURGUNDY, HOCKS, CHAMPAGNES,  
 BRANDIES, WHISKIES,  
 "EMPIRE" ALE AND STOUT,  
 MACHINERY, GAS ENGINES, "EMPIRE"  
 LUBRICATORS,  
 SINGER'S SEWING MACHINES,  
 COOKING STOVES, SCALES,  
 PAINTS, OILS AND VARNISH,  
 BICYCLES AND TRICYCLES,  
 JUVENILE VELOCIPEDE HORSES and  
 TRICYCLES,  
 BICYCLE WHEELS for JINRICKSHAS,  
 JODA WATER MACHINERY,  
 JEVES' SANITARY COMPOUNDS.  
 Apply to  
 W. G. HUMPHREYS & Co.,  
 Bank Buildings,  
 Hongkong, 29th September, 1888. [11]

**NOW READY.**  
 PRICE .....FIFTY CENTS.  
**THE LAW OF STORM**  
 in the  
 EASTERN SEAS,  
 by  
 W. DOBERCKE,  
 GOVERNMENT ASTRONOMER.  
 MAY BE PROCURED AT  
 Messrs. Kelly & Walsh, Limited, Hongkong.  
 Lane, Crawford & Co. "  
 G. Falconer & Co. "  
 C. J. Gaupp & Co. "  
 F. Blackhead & Co. "  
 Heuermann, Herbst & Co. "  
 More and Semund. "  
 MacEwen, Frickel & Co. "  
 Mr. W. Brewer.  
 The "Hongkong Telegraph" Office.  
 Messrs. Quetch & Co., Swatow.  
 Mr. N. Moalle, Amoy.  
 Messrs. Hedge & Co., Fochow.  
 Messrs. Kelly & Walsh, Limited, Shanghai.  
 Messrs. Kelly & Walsh, Limited, Yokohama.  
 Hongkong, 20th September, 1888.

**STAG HOTEL,**  
 QUEEN'S ROAD CENTRAL, HONGKONG,  
 JOHN OLSON, MANAGER.  
 THE HOTEL has recently been refitted and considerably enlarged; entrance, Queen's Road.  
 GOOD ACCOMMODATION FOR VISITORS.  
 CHARGES MODERATE.  
 Tiffin at 1 o'clock; DINNER at 7.  
 WELL VENTILATED BILLIARD ROOM.  
 ENGLISH & AMERICAN TABLES.  
 WINES, SPIRITS, & MALT LIQUORS of the very best quality only.  
 Hongkong, 20th December, 1888. [39]

**G. FALCONER & CO.,**  
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.  
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
 No. 48, Queen's Road Central.  
 FOR SALE, WHOLESALE AND RETAIL.  
**WATERBURY WATCHES,**  
 the Handiest, Cheapest, and Best Timekeepers invented.  
 \$3 PRICE THREE DOLLARS EACH \$3  
 REPAIRS NEVER EXCEED 50 CENTS for each Watch.  
 Orders from Outports to be accompanied with Remittance for Cost.  
 THE MITSUI BUSSAN KAISHIA.  
 (Sole Agents in Japan and China for the Sale of the above Watches,) 10, QUEEN'S ROAD CENTRAL, Opposite Marine House.  
 Hongkong, 20th August, 1888. [613]

**NOW READY.**